

INFORMATION REPORT

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COUNTRY USSR (Kazakh SSR)

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SUBJECT Alma-Ata Airfield
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1. A 2-km square military airfield was 15 to 20 km northwest of Alma-Ata (43°15' N/76°57' E), Kazakh SSR, about 300 meters southeast of the railroad line to Semipalatinsk (50°24' N/66°16' E). There was an approach road from Alma-Ata and a railroad siding with a loading ramp.
2. Four corrugated sheet metal hangars with vaulted roofs, and an administration building, a gray structure with a flat roof, were at the edge of the field.
3. The occupation observed was composed of 30 twin-engine low-wing monoplanes with in-line engines, double rudder assemblies, three-bladed propellers; one twin-engine low-wing monoplane with in-line engine, larger wing span than type mentioned before, double rudder assembly, trailing edge of wings lateral to the fore, skin fuselage with four or five windows (according to other PWs and former air force soldiers a prewar Ju-transport) with a small single-engine low-wing monoplane on fuselage, in-line engine, two-bladed propeller (according to PWs and former air force soldiers, a Flettner sports plane); and one twin-engine low-wing monoplane with two radial engines and nose wheel.
4. A small airfield, occupied by about 10 single-engine biplanes, was in Alma-Ata 2 and east of the railroad line heading northward.
5. A large airfield with two hangars and a weather station was near the Alma-Ata 2 railroad station, along the road to the village of Gvornotai. About 40 fighters and 6 to 10 twin-engine transports were stationed at the field.
6. Many flights were made including night flights with searchlights. Fighters were used for individual and formation flying. Parachute jumps from twin-engine transports were made almost daily. A helicopter (propeller over cockpit) was seen at the field in the spring of 1943.

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7. Five four-story brick buildings, occupied by pilots, were on the road to Gvornitai. The pilots marched to the large airfield.
8. The transmitting station of the Alma-Ata radio station was housed in a two-story stone building at the foot of "Pik Stalin", about 5 km southwest of the "Ministry." The station was guarded by army sentries. Two or three steel towers were nearby.
9. The 1-km square military airfield was north of Alma-Ata 1, northeast of Alma-Ata 2 and east of the railroad line leading to the north.
10. Four large cantonment buildings, each about 10x12x25 meters, were north of the field. The buildings were occupied by air force personnel, mostly officers and no more than 5 percent MI. The officers, most of them ranking from junior lieutenant to captain, wore air force uniforms with red-bordered, golden epaulets with one to three stars, service caps with blue ribbons and the helicopter insignia at the front side.
11. The field was occupied by 8 to 10 twin-engine planes with windows and a door in the fuselage and single rudder assembly. Parachute jumps were made in the morning. Eighteen parachutists would jump in rapid succession from each plane. All parachutists were equipped with two parachutes, a white one which opened immediately and a gray one which opened about 150 meters above the ground. One or two groups, each of 15 to 20 officers, were standing at various places at the field, where they were given instructions by an air force major. The officers carried map-mounting boards, compasses and field glasses.
12. Another airfield, presumably a civilian field, was about 5 km northeast of the military field. Commercial planes took off and landed there at night.

Attachment: Alma Ata Airfield

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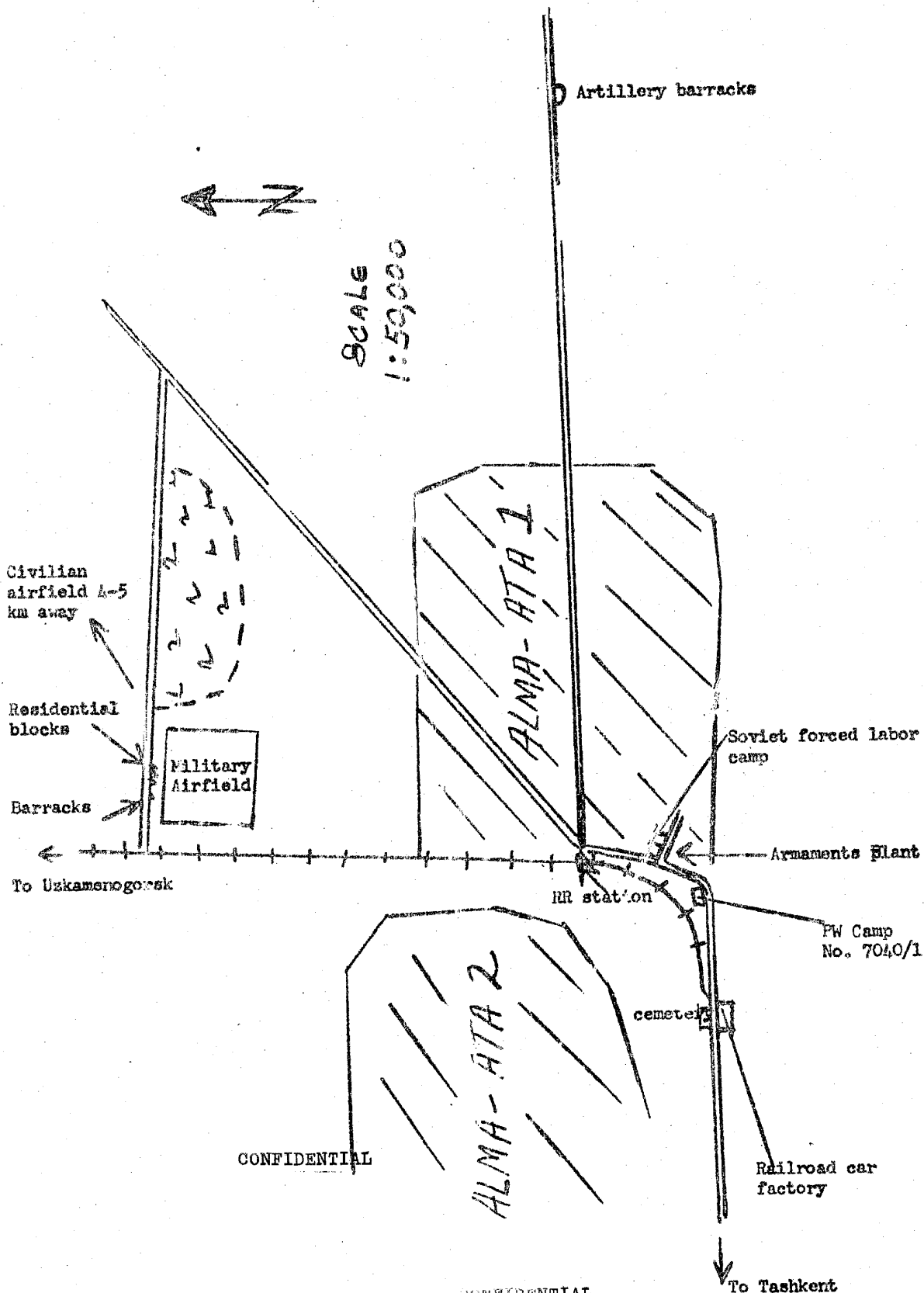
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Annex

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Alma - Ata Military Airfield



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